

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

November–December 1992

Issue Number 141

EDITORIAL COMMENT

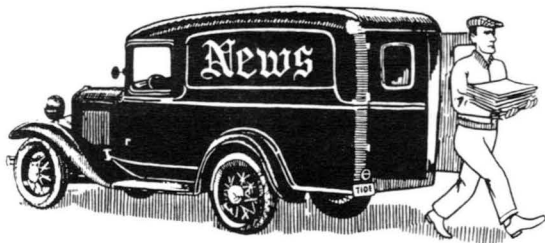
If I were prone to hyperbole I'd call this a "bonus holiday issue." Holidays have little to do with it, other than distracting me from my editorial duties, but it *is* a bonus issue, all twelve pages of it. This is the issue which reports our annual meeting, and carries the minutes of the board meeting, so "bonus" means perhaps "omnibus," for we can now carry both business and pleasure in the same issue. You'll notice that each page is lighter to the touch, but that's the price we pay for sending 150 per cent of the previous content at the same price.

Whether we adopt this format as the standard, or as the exception when conditions warrant, depends on a couple of things. I must have a steady supply of feature material to fill twelve pages every other month, and many of you have rushed to send me items since my imploring messages in the last two issues. The success of this "program" depends also on a favorable economic outcome, and we won't know the final answer on that until this issue is in the mail and all the bills are in.

We'll keep you posted, and we hope you'll keep *us* posted. Let us know how you like it, and whether, if push comes to shove, you're willing to add a couple of hard-earned bucks to your annual dues to keep it this way.

To those of you who have sent letters, articles, and photographic material, my sincere thanks. It's the involvement of the members that makes this Society go 'round, and I appreciate it.

-Kit Foster



MEMBERS HONORED FOR WRITING

PETRIK WINS HELCK TROPHY

SAH member Jim Petrik, of Madeira, Ohio, has been awarded the Peter Helck Memorial Trophy by the Stutz Club. The trophy, presented at the Club's 1992 Grand Stutz meet, recognized Jim's many literary contributions to *Stutz News*.

Petrik, a Stutz enthusiast since his father was service manager of a Stutz agency in the 1920s, is also a contributor to the forthcoming book to be published by the Stutz Club. He received the Carl Benz Award from the Society in 1990 for his article "The 1962 and 1963 Thunderbird Sports Roadsters," which appeared in *Automotive History Review*.

WERNETH HONORED BY A-C-D CLUB

The Auburn-Cord-Duesenberg Club has awarded the Fred Benson Directors Award for outstanding contributions to *A-C-D Newsletter* to SAH member J. Francis Werneth of Baltimore, Maryland. The award recognized Werneth's six-part series on the history of Maryland Deussenbergs.

President of the DeSoto Owners Club of Maryland and editor of its newsletter, Werneth is also a founding member of the National DeSoto Club Inc., and belongs to the Classic Car Club of America and the Antique Automobile Club of America.

DUGDALE DOES JAGUAR

Jaguar in America is the title of a new book by SAH member John Dugdale. Described by Michael Dale, president of Jaguar Cars, Inc. as "the only account of the growth of Jaguar in the United States," the book covers the period 1948-1988, and details the marque's sales history in this country as well as its racing exploits and model launches.

Formerly vice president for advertising and public relations with Jaguar Cars, Inc., Dugdale is now a journalist working in New York City. Information on ordering *Jaguar in America* can be obtained from publisher BritBooks, P.O. Box 321, Otego, New York 13825.

RUDDOCK ON MEMORY LANE

SAH member Ken Ruddock has opened a new gift and hobby store in Shartlesville, Pennsylvania. Memory Lane Automobilia, just off Interstate 78 in Berks County, stocks original automobile ads, literature, posters, prints, books, magazines, and nostalgic signs. The store also has a complete line of die cast miniature vehicles, including Ertl collector banks and the Vintage Vehicles line. It also features a quality selection of automotive books and back-issue magazines from Steve White's MotoMedia, and miniature cars offered by Stewart Brown.

Located at Main and Third Streets in Shartlesville, Memory Lane is open from 10 to 5, Tuesday to Friday. For further information, telephone Ken at (215) 488-0715.

BONSALL LAUNCHES LAVISH LINCOLN REDUX

SAH member Tom Bonsall, whose *Pontiac! They Built Excitement* copped the Nicholas-Joseph Cugnot Award for the best automotive history volume published in 1991, has brought out a new edition of his Lincoln history which won the same award in 1981. *The Lincoln Motorcar* is a revised and updated version of the original work, and brings the Lincoln story up to 1993. *The Lincoln Motorcar* is published by Stony Run Press, and will be available only by direct order. Contact Stony Run Press at P.O. Box 16355, Baltimore, MD 21210.



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Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$20.00 US per year. Membership inquiries, renewals, and changes of address should be directed to the secretary at 6760 E. 800 N., Brownsburg, IN 46112

PRESIDENT'S MESSAGE

Dear Members,

The holidays are fast approaching, and what better time of year to receive a copy of the 1992 Silent Auction catalog from Paul Lashbrook. Here is your opportunity to find an elusive treasure for yourself or a close friend. Please review the excellent offerings and submit your bids for the items of your choice.

We had a fine time at the annual awards dinner, and we regret it if you were unable to attend. It was an exciting evening, complete with thunder and lightning courtesy of Mother Nature. The meal and surroundings were excellent, and the opportunity to visit with old friends after the presentation program capped a perfect gathering. The Hershey Country Club, represented by capable Lenny Aciri, the assistant food service manager, has invited us to return next year, and we are happy to accept. So please enter Friday, October 8, 1993 on your list of important dates, and plan to join with us.

The new year is nearing, and I am pleased to let you know that Matthew C. Sonfield has accepted the appointment of Public Relations and Publicity Chairman for the Society. Additionally, Matt has agreed to chair the Cugnot and Benz Award Committee for 1993. If you have any nominations for these coveted awards, which will recognize excellence in publishing automotive history during the 1992 calendar year, please send them along to Matt. Please be sure to include a copy of the work you are nominating for recognition. Without the material, the committee will be unable to consider the nomination. Further details on the nomination process, including nomination deadlines, will appear elsewhere in the *Journal*.

The 1993 winter directors' meeting is set for the weekend of April 2nd, and the host city is Milwaukee, Wisconsin. We are looking forward to the visit, and the opportunity to see many of the historic automotive sites while there. If Milwaukee is a stranger to you, rest easy, as you will soon discover the delights many of us have experienced for years.

Please help your Society grow by taking time to secure a new member or two from the ranks of your many friends and business associates. Thank you.

-Jack L. Martin

BACK ISSUES OF JOURNAL AND REVIEW

Through 1991 there have been 135 issues of *SAH Newsletter* and *Journal*. Nearly thirty are out of print, or nearly so, including numbers 2, 3, 4, 5, 6, 7, 20, 23, 25, 33, 34, 39, 43, 47, 62, 63, 65, 68, 94, 96, 99, 100, 101, 118, 124, 125, 126, and 129. Single copies of other numbers \$1.00 each, postpaid USA. Complete set of remaining numbers (approx. 105-110 issues) \$75.00 postpaid USA.

Through 1991 there have been 26 issues of *Automotive History Review*. Numbers 2, 18, 19, 20, and 21 are out of print (some of these, either as originals or copies are included in sets). Single copies of other numbers \$4.00 each postpaid USA. We have a very limited number of sets of 24-issues (which include two numbers as copier reproductions) for \$75.00 postpaid USA.

Make checks payable to Society of Automotive Historians, Inc., and order from Fred Roe, 837 Winter Street, Holliston, MA 01746-1129 USA. Inquire for shipping outside USA.

SILENT AUCTION DEADLINE NEARS

The catalog for the 1992 SAH silent auction of books, literature, and automobilia was mailed at the beginning of November. Only a few days remain before the bidding deadline of December fifteenth, so if you haven't yet submitted your bid to auction chair Paul Lashbrook please do so at once. Over five hundred lots are on offer, many of them SAH exclusives, so there should be something for just about everyone. Mark your bid sheets now, and send them (to arrive by December 15th) to:

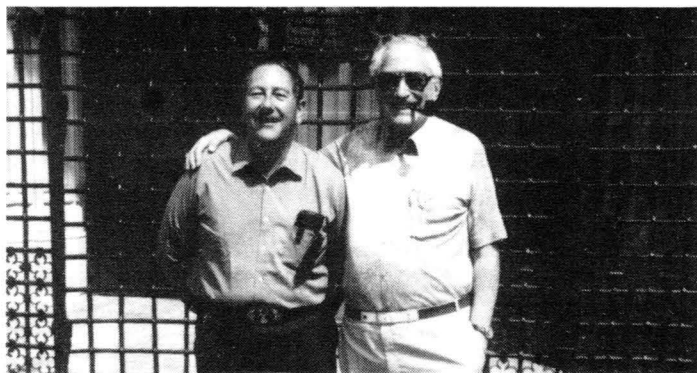
Paul N. Lashbrook, Chair
SAH Silent Auction
6301 Southwest Sixth Street
Plantation, FL 33317 USA

THINK CUGNOT AND BENZ

As year-end nears, members are reminded that the call for nominations for the 1992 publications awards will soon go out. While memories are fresh, review those books and articles on automotive history published this year, and nominate those you feel attained the excellence these awards recognize.

Matt Sonfield will chair the 1992-93 Cugnot and Benz awards. Submit nominations to Matt at 20 Hilltop Road, Syosset, New York 11791, before the deadline of May 1st 1993. All nominations must include a copy of the nominated work, which will be returned upon request.

MEET A MEMBER



SAH member Sam Jaffe, (left, above) of Scotia, New York, reports on meeting new member Robert Braunschweig (right) on a recent trip to Switzerland. Braunschweig, former editor of *Automobil Revue*, and Jaffe, manager of a major antique auto collection, developed a friendship through correspondence initiated through *SAH Journal*.

Your editor has been privileged to meet many members while travelling in the USA and Britain, and no doubt many other members have discovered this aspect of our common interest. The new membership directory, now in the making, will help with such pursuits, for it will include both geographical and interest cross indices.

THE PARIS SALON

Time was when French cars were in the majority at the Paris Salon, but now that you can count the big guys on the fingers of one hand their chamber of commerce has decided to hold the event every other year - and this was the year. Europe generally agreed that business was off: the customers were holding back.

Notwithstanding, 1,150,000 people paid to tramp around the ten or so buildings of the Parc des Expositions on the edge of the city. That's a lot of people. We got there on the next-to-last day. Discouraged by the mobs pushing into the main exhibit in the first building, we made our way to the eighth, about a half mile away, to see the antique and collector cars. The average depth of spectators at any one stand was about ten, and over the ten rows of backs we could glimpse only shiny metal which was probably an exhibit. Things were surely different when the Salon was over in the Grand Palais on the Avenue Winston Churchill off the Champs Elysees. Why, the one I attended in 1930 had quite a few tall silk hats among those attending, and I could walk right up and stare the twelve-cylinder Voisin in the face.

Hall 8 had a bookstall at hand, and one could see and examine the books. A nice young man brought me the slip-cased Voisin volume, and it was so handsome, so well done, so well documented that I could not resist it. After all, it cost only one fortieth of the price of the Voisin I yearned for 45 years earlier.

France fields 27 makes in addition to Peugeot/Citroen, Renault, Talbot, and the nationals with a piece of the pie. These latter include the USA, Britain, Germany, Netherlands, Italy, Portugal, and Sweden. Then there is the Eastern Bloc (ten marques), four from Korea, two from India, and over twenty models from Jaguar. There are Daimlers from \$80,000, Jaguars from \$101,000, Rolls from \$320,000 to \$350,000, Lancias from \$10,000 to \$48,000, and a 345hp DeTomaso at \$180,000.

Several nations have electric cars waiting in the wings, and a few are actually in production, including a Danish example.

-Charles W. Bishop

MIT SAVES FORD BUILDING

We have bemoaned the loss of industrial buildings linked with the motor industry on these pages before, so it is with excitement that we report on an early automotive plant being revitalized. Phil Dumka submitted a clipping from the *Boston Globe's* Real Estate section which describes a project of the Massachusetts Institute of Technology, located in Cambridge, which is spending \$13 million to refurbish a Memorial Drive building to use as a manufacturing and office building.

Remembered by some as the Polaroid Building, and by others as an R.H. White department store, the structure was built by Ford as an assembly plant in 1913. After constructing Model Ts and Model As in the building, Ford sold it in 1933 and moved operations to nearby Somerville.

While the interior of the building has been gutted, and windows and entrances will be of modern, energy efficient type, the facades will retain their original design. The clock that once sat atop the west side will be replaced, said architects for the building.

LELAND CHAPTER HEARS OF CLARK COLLECTION

Members of the Henry M. Leland Chapter of the Society attended a luncheon meeting on Saturday, November 7th at the home of George and Stacey Hanley.

Randy Mason, retired Curator of Transportation at the Henry Ford Museum, presented a slide lecture entitled "The Henry Austin Clark, Jr. Literature Collection Comes to Dearborn." Mason described the packing of the collection at the Clark home in Glen Cove, New York, and the transportation of the 25 tons of documents to the Ford Museum. He also showed slides illustrative of Austin's life. The Henry Austin Clark, Jr. Endowment Fund has been established by the Museum to support the maintenance of the collection, as well as to aid in research.

SECOND UK SEMINAR GREAT SUCCESS

The Society's United Kingdom Chapter held their second automotive history seminar and workshop on Sunday, October 18th at the National Motor Museum at Beaulieu, Hampshire. Chapter secretary Peter Card, organizer of the event, reports that it was a huge success, and was well attended, as was the first seminar held last autumn.

Speaking at this year's event were Tom Threlfall, on "The Linds End Trial, et cetera," Peter Richley on "Motoring Collectables," Soames Langton on "The Veteran Car Business," and Douglas Irvine presented a film on "The MMC London-Lugano, 1927." Also speaking were Ian Cooling on "Jaguar Automobilia," Tony Beadle on "The World's Worst Automobile Accident," and Peter Brookes on "Building a Motoring Library."



Ian Cooling discusses Jaguar mascot with Lord Montagu of Beaulieu (right), who opened the recent UK Chapter seminar.

AWARDS HIGHLIGHT ANNUAL BANQUET



Left to right: David Brownell (left) receives Brigham Award for *SIA* from Kit Foster; Ron Grantz (right), curator of NAHC, accepts Bradley Award from Jim Wren; Friend of Automotive History John A. Conde addresses the banquet.

CONDE HONORED AS FRIEND OF AUTOMOTIVE HISTORY

Saving the best for last, the Society's 1992 annual banquet and awards ceremony concluded with the presentation of the Friend of Automotive History award to founder member John A. Conde. Award chairman David Lewis, in recognizing Conde's lifetime of distinguished service to automotive history, cited his long and dedicated service in preserving historic materials at Nash-Kelvinator, later American Motors Corporation. Lewis noted that Conde "working mostly on his own time, has provided assistance to more than 5,000 restorers of cars built by Nash, Hudson, Willys, and AMC. He also has provided both counsel and literature, much of it free, to many auto libraries and museums."

Conde served as president of the Society in 1984 and 1985, and is currently on the Board of Trustees of the National Automotive History Collection at the Detroit Public Library, and serves in a similar capacity for the Auburn-Cord-Duesenberg Museum.

Lewis noted that Conde's "cantankerousness and irascibility are part of his charm and few would want it any other way." John, in accepting the award, corrected a few errors of historical fact that had found their way into Lewis's brief presentation biography, and expressed his humble thanks to the Society.

BRADLEY AWARD TO NAHC

As the James J. Bradley Distinguished Service Award observed its tenth anniversary, award chair Jim Wren noted that it was appropriate that the award "come home." Named for and memorializing James J. Bradley, late curator of the National Automotive History Collection at the Detroit Public Library, the award this year was conferred upon the NAHC for the preservation of historic materials relating to motor vehicles of the world.

In accepting the award, NAHC curator Ron Grantz noted the long history of cooperation between SAH and the Collection, and conveyed the thanks of the NAHC Trustees for the recognition and honor.

BRIGHAM AWARD TO *SIA*

The Richard and Grace Brigham Award for the best overall treatment of automotive history by a periodical, over all issues of 1991, was presented to *Special Interest Autos* magazine, a publication of *Hemmings Motor News*. The award was presented by Brigham Award chair Kit Foster to *SIA* editor David Brownell. In accepting the award, Brownell paid tribute to the many who have served the magazine over the years as authors, researchers, photographers, and artists, many of them in attendance at the banquet.



Left to right: Tom Bonsall (left) accepts Cugnot Award from Matt Sonfield; Jonathan Stein, editor of *Automobile Quarterly*, and author Jeff Godshall with Sonfield at presentation of Carl Benz Award; Margaret Mogordy expresses thanks from BP America for first E.P. Ingersoll Award.

B.P. FIRST RECIPIENT OF INGERSOLL AWARD

The 1992 banquet marked the first presentation of the E.P. Ingersoll Award for excellence in presentation of automotive history in other than print media. The award was presented by chair Jim Wren to British Petroleum for the six-part video series "The History of the Motor Car." It was accepted on behalf of Colin Swinson of BP America, by Margaret Mogordy of the firm's Cleveland, Ohio office.

E.P. Ingersoll was editor and proprietor of *Horseless Age*, the first motoring magazine in the United States. The Ingersoll Award is underwritten jointly by SAH and the Motor Vehicle Manufacturers Association of the United States.

GODSHALL WINS BENZ

The Carl Benz Award for the best periodical article in the field of automotive history published in 1991 was presented for "Microphone Taillights and Doughnut Decks," by Jeffrey I. Godshall. Godshall's article was published in *Automobile Quarterly*. Presented for the Benz and Cugnot Award Committee by Matt Sonfield, the award was accepted by Godshall and by *AQ* editor Jonathan Stein.

Benz Awards of Distinction for exceptional articles were presented for "Mercedes-Benz Type 80" by Dean Batchelor, which appeared in *The Star*, magazine of the Mercedes-Benz Club of America, and for "Edsel, the Forgotten Ford" by Thomas E. Bonsall, which was published in *Automobile Quarterly*.

CUGNOT TO BONSALL FOR PONTIAC!

The Nicholas-Joseph Cugnot Award for the best book in the field of automotive history published in 1991 was presented to Thomas E. Bonsall for *Pontiac! They Built Excitement*. The award was accepted by Bonsall from Matt Sonfield. *Pontiac! They Built Excitement* is published by Stony Run Press.

A Cugnot Award of Distinction for a book of exceptional merit was presented for *Chevrolet 1955: Creating the Original* by Michael Lamm, and published by Lamm-Morada Publishing Co.

GERSTENLAGER

When the US Government ran the postal service, known then as the Post Office Department, they purchased heavy-duty vehicles with only the best equipment. In the early and mid-1960s, they purchased some Dodge three-quarter-ton step van chassis with heavy-duty bodies made by Gerstenlager, a small company in northeastern Ohio. The bodies had a distinctive appearance, and had the name Gerstenlager on the panel above the rear step bumper.

In the late 1970s, when those vehicles were replaced, they were sold at auction. Dan, a young fellow with whom I worked, bought one, and decided to go into the hauling business part-time. One day he drove the truck to work and parked it across the street in such a way that the name on the rear was not visible to us. I had not seen it before, but as soon as I saw it I told Dan that it had a Gerstenlager body and that the body would probably outlast the chassis under it. Jim, a co-worker of ours who considered himself an automotive expert, overheard what I said to Dan. Jim said to me "What kind of body?" I replied "Gerstenlager;" he probably thought it was some kind of beer.

Dan was anxious to show off his new purchase, so he invited Jim and me to go across and look at it with him. When we eventually walked around to the rear of the truck, Jim spotted the Gerstenlager name. He looked at it, then looked at me, and shook his head without saying a word. From that moment on, Jim never again questioned anything I said about automobiles.

-Nelson Bolan

WHO'S THE ACTRESS?

Bob Zimmerman sends another mystery, but this time it doesn't concern a car. The automobile below, he tells us, is a circa-1920 Packard Twin Six Special Town Car Limousine, and it is further identified by the late Hugo Pfau in his book *The Coachbuilt Packard* as a "Demarest Cabriolet, similar to the one they showed at the Salon." This same photo appeared in an ad for International Telephone and Telegraph Company in the August 3, 1970 issue of *Time* magazine. The question is, who's the actress shown entering the car?



**SOCIETY OF AUTOMOTIVE
HISTORIANS, INC.
BOARD OF DIRECTORS MEETING
October 8, 1992
MINUTES**

The meeting was held at the Hershey Country Club, Hershey, Pennsylvania, and was called to order by president Jack Martin at 7:20 PM. Present were directors Pat Chappell, Helen Earley, Kit Foster, Stacey Hanley, and Paul Lashbrook; president Jack Martin, vice president Taylor Vinson, secretary Nan Martin, and Treasurer Jim Cox. Also present were nominations and elections chair Beverly Rae Kimes and members Sinclair Powell, Matt Sonfield, and George Hanley.

First order of business was to approve the minutes of the March 21, 1992 board meeting. Taylor Vinson suggested that the third paragraph of those minutes be amended by adding the following words: "elected to be bound by the 1991 Indiana not-for-profit Corporate law in advance of its effective date." A motion to that effect was made by Kit Foster, seconded by Paul Lashbrook, and carried.

Nominations and elections chair Beverly Rae Kimes reported that Karl Zahm and Nick Fintzelberg had been elected as directors and that Tom Deptulski had been re-elected.

Secretary Nan Martin reported that the 1992 SAH award recipients are as follows: Friend of Automotive History, John A. Conde; Carl Benz Award, Jeffrey Godshall for "Microphone Tail-lights and Doughnut Decks," published in *Automobile Quarterly*; Nicholas-Joseph Cugnot Award, Thomas E. Bonsall for *Pontiac! They Built Excitement*, published by Stony Run Press; E.P. Ingersoll Award, British Petroleum, for the video series "The History of the Motor Car;" James J. Bradley Award, National Automotive History Collection at the Detroit Public Library; Richard and Grace Brigham Award, *Special Interest Autos* magazine. In addition, Benz Awards of Distinction were conferred for "Mercedes-Benz Type 80" by Dean Batchelor, which appeared in *The Star*, and "Edsel, the Forgotten Ford" by Thomas E. Bonsall, published in *Automobile Quarterly*. A Cugnot Award of Distinction was awarded for *Chevrolet 1955: Creating the Original* by Michael Lamm, published by Lamm-Morada Publishing.

The editor's report was given by Kit Foster in a two-page handout given to directors. He reported that all is well, and he is hopeful of improving publication schedules. He reported that our current supply of membership directories is exhausted, and that he will be working on a new directory with the help of database manager Chet Haines. The topic of postal surcharges was tabled until the winter 1993 board meeting. The November-December *SAH Journal* should be a twelve-page issue.

Paul Lashbrook reported on the silent auction. An advance copy of the auction catalog was made available to the directors and was at the Society hospitality tent during the Hershey weekend. Paul reported that 546 lots were offered for bid, an increase from 1991. December 15th will be the deadline for receipt of bids.

Stacey Hanley reported on the Hershey hospitality program. She and George donated 24 SAH baseball caps to be worn by volunteers at the tent, and for sale to members at \$10.00 each. It was suggested that the Society might buy quantities of these caps in the future for sale to members. Stacey will also act as official hostess at the banquet, and provide name tags for guests. There were 86 paid banquet reservations, and twelve complimentary tickets were provided to award recipients.

Helen Earley provided the board with an update on the Archives Committee. She has been dedicating many hours to research on Michigan automotive history, and by the next meeting will

have a full report on other committee members' research efforts.

Kit Foster reported on the comparative costs of mailing publications to members in various parts of the world. A committee consisting of Jim Cox, Stacey Hanley, and Kit was formed to investigate and recommend a dues and postal surcharge structure that would equitably spread the cost of publications. The committee will report at the April 1993 meeting.

Due to the resignation of publicity chair Bob Hall, there was no public relations report. Jack Martin appointed Matt Sonfield as new chairman of publicity and public relations, and Matt enthusiastically accepted. He will have a full report at the April meeting.

Treasurer Jim Cox requested that the board consider changing the Society fiscal year from the calendar year to one beginning October first, to aid with the accounting process. Taylor Vinson moved that Article I, Section 6 of the By-Laws be amended to read "The fiscal year of the Society begins October 1 of each year and ends September 30 of the following year." The motion was seconded by Stacey Hanley and carried, and will take effect immediately. Jim also presented a third quarter financial report along with a proposed budget for the coming fiscal year. He stated that without fund-raising activities there has traditionally been a deficit. The budget will be reviewed and further considered at the April meeting. Jim reported that he has closed the books as received from Bob Gary, and is now using the McBee ledger system.

Vice president Taylor Vinson reported that the insurance policies formerly carried by the Society have been cancelled, and he will review a policy proposal submitted by Jack Martin. Taylor will look into professional liability insurance to cover the Society in the event of egregious litigation. Paul Lashbrook offered to work with Taylor on this question. Taylor reported on plans for the winter 1994 directors' meeting. The site will be Washington, DC, and Taylor is hopeful of arranging a tour of the Smithsonian's Silver Hill restoration facility.

Paul Lashbrook moved that a descriptive paragraph covering the E.P. Ingersoll Award be added to the By-Laws. Jim Cox seconded the motion, which was carried.

In Tom Deptulski's absence, a written report was given on plans for the April 1993 board meeting. The meeting will be held during the weekend of April 2-4 in Milwaukee, Wisconsin. The board voted to select the Chalet Motel in Mequon, site of the Brooks Stevens Museum, as headquarters hotel. Tom will continue to make arrangements with the help of member Ron Schneider.

Tom Deptulski and Jim Wren were both absent from the meeting, so no report was given on the Centennial of the American Automobile Industry planned for 1996. The Henry Ford Museum would like to jointly sponsor an event with the Society. A format will be determined at the April directors' meeting.

There was no old business.

Under new business, Jack Martin recommended that some type of recognition and appreciation be given to William "Bud" King, who donated his auditing services to the Society. The directors agreed, but asked Jack to determine the appropriate form of recognition.

Paul Lashbrook suggested that the Society stay away from commercialism, but consider some informative displays for the Hershey tent. He also suggested that we investigate a separate educational foundation for tax advantages, and consider the acceptance of advertising.

The October 1993 directors' meeting will again be at the Hershey Country Club. The board agreed to a dutch treat buffet dinner prior to the meeting, at a price of \$10.00 per person.

There being no further business, the meeting was adjourned by president Martin at 9:20 PM.

Respectfully submitted,
Nan E. Martin
Secretary

WHAT VERMONTERS DROVE IN 1918

by J.H. Valentine

A few months ago, another member loaned me a list of 1918 Vermont automobile registrations through August 10th of that year. It contained 20,688 entries, 20,676 of which had a listing of make or brand name. Taxable horsepower was the only other vehicle parameter provided; there were no entries for year of manufacture, body

type, serial number, or owner's street address. Cars and trucks were intermixed in the list.

I tabulated the entries in order of make popularity, with the following interesting results:

No. of entries	Make							
8195	Ford	29	Empire	5	CarterCar		Pierce	Havers
1914	Overland		Federal		Chase		Pope-Tribune	Hides
1844	Buick		King		Elcar		Sears	Hill
1122	Chevrolet		Paige-Detroit		Krit		Warren	Johnson
779	Cadillac	28	Kissel-Kar	1	Lombard	Abbott		Krebs
730	Maxwell	27	Stutz		Mercer	Abbott-Downing		Lambert
694	Dodge (Bros)		Vim		Meteor	Acme		Lancia
657	Studebaker	25	Briscoe		Paterson	Alpena		Lauth-Juergens
457	Reo		Premier		Thomas	Ames		Liberty
360	Saxon	23	Rambler		Woods Mobilette	Atlas		Lion
348	Hudson		Stoddard-Dayton	4	Alco	Barre		Lyon
320	Oldsmobile	22	Everitt		Commerce	Berliet		Marion-Handley
318	Oakland	20	Haynes		Detroit Electric	Bessemer		Maxwell-Briscoe
214	Metz		White		Elmore	Bethel		Menominee
207	Hupmobile	14	RCH		Hollier	Bethlehem		Milburn
190	Chalmers	13	Koehler		Lozier	Briggs		Minerva
135	Packard	12	Allen		Matheson	Buffalo-Pitts		Monarch
129	Jeffery		Winton		Vulcan	Cameron		Monroe
110	Cole	11	Locomobile	3	American	Clark		Moyer
98	Franklin		Selden		Auburn	Cleveland		Nance
92	Stanley	10	Marmon		Autocar	Colex		Netco
84	International	9	Inter-State		Elgin	Commercial		Owen
82	Dort		Marion		Herreshoff	Concord		Palmer-Singer
68	Chandler		Pope-Hartford		Michigan	Corbin		Perry
62	Jackson	8	Brush		Simplex	Courtland		Peord
61	Mitchell		Detroit		Speedwell	Cunningham		Pierce-Racine
51	Velie		Garford		Standard	Daniels		Pilot
43	Pierce-Arrow		Knox		Trumbull	Dayton		Pratt
42	Scripps-Booth		Stearns		Westcott	Dearborn		Pratt-Elkhart
40	GMC		Stearns-Knight		Willys	Diamond		Rainier
38	Grant		Stewart	2	Anderson	Duplex		Rassel
31	Nash	7	Case		Avery	Enger		Rauch & Lang
30	National		Little		Babcock	English-Daimler		Renault-Freres
	Peerless		Mack		Black	Erie		Royal
			Moline-Knight		Car-Nation	Floyd-Warren		Rush
			Partin-Palmer		Courier	Fuller		Sampson
		6	Abbott-Detroit		Davis	Galloway		Schacht
			Apperson		Lippard-Stewart	Garfield		Sibley
			Brockway		Little Giant	General		Signal
			Crow-Elkhart		Marathon	Gramm		Sterling
			Herff-Brooks		Moon	Green		Stoddard-Courrier
			Kelly (-Springfield)		Owen-Magnetic	Grout		Touraine

The make names are reported here exactly as they appeared in the 1918 list. Readers may attach to them such interpretation as they will. Obviously, Ford led the pack with almost 40 per cent of registrations, with Overland still enjoying second place with just under ten per cent, but Chevrolet's fourth-place ranking was a significant harbinger of things to come.

The list contained few cyclecars, electrics, imports, or home-builts. The one-only Barre, Bethel, and Floyd-Warren each use

either the city name or owner's name, so are presumably home-built. The Dudson was apparently not named by either of these schemes, as one was found in each of two cities.

New England-built vehicles appearing in the list include Abbott-Downing, Atlas, Cameron, Clark, Concord, Corbin, Cortland, Hill, Knox, Locomobile, Lombard, Maxwell, Metz, Netco, Pope-Hartford, Stanley, and Stevens-Duryea. A number of others were built in the neighboring New York area, including Franklin, Pierce-Arrow, Selden, and Thomas.



LETTERS

ENGINE INFORMATION

Being an engine enthusiast myself, I was interested in the letter from Curt McConnell in *SAH Journal* No. 139. I've had good luck chasing engine information through the aircraft side of our hobby.

Outlets such as Zenith, a subsidiary of Classic Motorbooks, offer a fairly comprehensive listing of aircraft titles - including a history of piston aircraft engines. **Steve Rossi, Saab Cars USA, Inc., P.O. Box 9000, Norcross, GA 30091**

Member Steve Rossi, who we reported had been named vice president for operations at Lotus Cars USA, has returned to sister GM division Saab Cars, USA, where he serves as director of industry, government, and public relations.

-Editor

TEMPTING TITLES

My last letter on this subject generated positive response and also increased the number of incoming catalogs (I did obtain the Elwood Haynes book and found it good reading). This catalog was new, and has a few interesting titles. Once again, I'm not reviewing the books but merely citing titles from the catalog. The following are selections from the sale catalog of University of Illinois Press Dept XXS, 54 E. Gregory Drive, Champaign, IL 61820. The sale ended October 30, 1992, but the titles are probably still available.

End of the Line: Autoworkers and the American Dream, edited by Feldman and Betzold, 30 oral histories of today's autoworkers, 320 pp, illus pb. \$7.17

On the Line: Essays in the History of Auto Work, edited by Lichtenstein & Meyer. An apparent broad brush attempt to explain labor and technology, with detail on the role of the foreman and even the collapse of Studebaker-Packard. 280pp illus, pb \$9.06

Solidarity and Fragmentation: Working People and Class Consciousness in Detroit, 1875-1900, by Richard Jules Oestreicher, 1990, 296pp, pb \$9.06. Might be useful to those interested in Detroit at the dawn of the auto age.

Fordson, Farmall, and Poppin' Johnny: A History of the Farm Tractor and its Impact on America, by Robert C. Williams, 1987, 242pp, illus, cloth \$6.24.

Chicago and Downstate: Illinois as Seen by the Farm Security Administration Photographers, 1936-1943, edited by Reid & Viskochil, 1989, 216pp, 10x 8 1/2, 162 b&w photos, pb \$9.97. I purchased the *Roy Stryker Documentation, 1943-55, The Highway as Habitat*, funded by Standard Oil after the FSA folded its tent, looking for neat Hudson shots. While I didn't find many Hudsons, numerous street scenes are reproduced. One might hope for similar results in this volume. In any

case this book should provide an introduction for candid contemporary photos of all sorts, many of them auto-related. **D.J. Kava, 1755 Bandera, Beaumont, TX 77706**

READING THE MAIL

Regarding the cover photo on *SAH Journal* No. 140, the plane is a deHavilland DH-4M, and the photo was taken at Maywood Field, Chicago sometime in the early twenties. Sorry, but I can't date the Ford truck. This information is from an article entitled "Early Airlines" by Kenn C. Rust which appeared in the Winter 1985 issue of *AAHS Journal*, published by the American Aviation Historical Society (which also uses this same photo). I got the impression that whenever a plane was loaded or unloaded there was at least one armed guard. **Jim Petrik, 7275 Berwood Drive, Madeira, OH 45243**

The picture on the cover of *SAH Journal* No. 140 is obviously of the early US mail service, and I would say it dates from around 1921, when air mail service started in the US. The mail truck is obviously a Model T Ford, probably about 1920-21, and the airplanes are deHavilland DH-4 type biplanes, sometimes called the Moth in this country. The planes in the photo were no doubt built under license in the US, and have Liberty engines (largely designed and built by the Packard Motor Company people, though I think some engines were also built by Ford).

The US got into the fray late in World War I, and the design of Geoffrey deHavilland first came out in 1916 and soon was put into production in Britain, as well as licensed to be built elsewhere beginning in 1917. The plane was largely fabric-covered over a wood frame, with plywood panels. It was designed as a bomber and reconnaissance airplane, but was to get numerous uses, and even was a transport plane with a rebuilt cabin. The US Mail took many of the planes built for the war, as by the time many had been built the war was over. Some 12,348 had been ordered by the US Army Air Force, but by the end of the war only 4,846 had been built, of which fewer than 200 had been sent overseas. The planes were built by the Dayton-Wright Airplane Company of Dayton, Ohio (some 3,106 units), and 1,600 more were built by the Fisher Body Company in Indianapolis, later better known for auto bodies on GM and other brands of vehicles (Studebaker and Chrysler both used them). 140 more were turned out by the Standard Aircraft Corporation. Many other firms got into the act in rebuilding planes for civilian use.

Oddly enough, more were built in the USA than in all other countries combined. The US Post Office still had some of these units on their roster of equipment in 1929. **Elliott Kahn, 58 Verbena Street, Clearwater Beach, FL 34630**

INTERNATIONAL INTRIGUE

An International D-1? (*SAH Journal* No. 140) How neat!

The D-1 was made by Willys under contract, and by the following year International moved back a letter and manufactured their own Model C-1, along with a whole line of C models. They made A and B models before the D. They used the Willys engine as a prototype for a series of L-head engines for quite a few years.

As I recall, the all-steel pickup body remained about the same on the C-models through 1936-37, with a more streamlined style coming in the D-line which followed. (I never knew why they started with a D, went back to C, then progressed through D, K, L, R, S and then numbers). Cab parts might be very hard to come by, and probably would have to be fabricated. The top would have been wood-framed, with interior headliner and exterior felt pad, and the popular ribbed black cover material. **Stuart B. Abraham, 11806 Indian Lane, Hagerstown, MD 21742**

OLDEST DEALERSHIP?

Regarding Taylor Vinson's questions in *SAH Journal* No. 140 about the longest operating auto dealership, I can mention the company AS Maskinagentur in Trondheim, Norway. This company was established as an Opel dealer in 1911, and is still selling Opels, although their old downtown showroom was closed in 1983. AS Maskinagentur (which means Machine Agency Corp.) is the second-oldest car dealer in Norway, and the world's oldest operating Opel dealer! They have just recently started selling American GM makes again, as they also did for decades up to the seventies. Some years ago, one of the early cars was re-purchased, a 1914 Opel 5/14, which is now in immaculate condition.

Although car production here in Norway has been practically non-existent, we have always been eager importers. In pre-war years, American makes accounted for ninety per cent of the market here. **Asbjorn Rolseth, Rypesnaret 7, N-2044 Frogner, NORWAY**

....AND OTHER THINGS

In *SAH Journal* No. 139 mention was made of housing the archives of British Petroleum. In the article the name of the founder, William Knox D'Arcy was given, and it is a point of note that he was from Australia. Originally a solicitor in the central Queensland city of Rockhampton, he made his fortune by involving himself with the nearby rich Mount Morgan mine, which operates to this day. After his withdrawal from the Mount Morgan company he took up the challenge of seeking a different kind of riches beneath the burning sands of Arabia.

In *SAH Journal* No. 140 the subject of dealership longevity was raised, so the news item sighted recently in local old cars publications will be relevant. The firm of J.H. Rosewarne at Kadina in South Australia was established as a coachbuilder in 1882, sold its first Oldsmobile in 1902, and has been handling General Motors lines ever since. Rosewarne's have checked with GM headquarters and been advised that no dealership of longer continuous standing is known. The operation is still in the hands of Rosewarne's descendants, the firm has advertised every week during that time in the local newspaper, and it still has an account with the same bank.

It was pleasing to see an appreciation of the life and work of J.A. Gregoire - a most notable original thinker and free spirit amongst automobile designers. Jan Norbye is to be thanked for his most useful account. Being familiar with the Hartnett project in Australia, I share his admiration for Gregoire's masterpiece, the little fwd twin commissioned by Aluminium Francaise. It did indeed provide Panhard et Levassor with the inspiration for the postwar Dyna, which differed substantially in not retaining the cast aluminium "carcasse" structure.

Kendall in England and Hartnett in Australia are mentioned as failures, but it should be made clear that in neither case was the design responsible for the collapses. Kendall failed essentially because of materials shortages, and, when the stock inventory and valuation job was done prior to the sale to Hartnett, about 100 sets of mechanical components were on hand but no electrical items of any sort. Lucas had obviously looked the other way, although it must be taken into account that a six volt positive engagement starter motor was not in their product line. While the inertia engagement type was suitable for the eight horsepower fours as produced by several British makers it was not applicable to the Gregoire flat-twin with a two-throw crankshaft. The "clap-hands" movement of the pistons ensured good reciprocating balance, but produced violent fluctuations in both crankcase pressure and crankshaft rotation at cranking speed, which tended to throw the inertia type out of engagement. Clearly Lucas did not have sufficient confidence in the Kendall project or receive a large enough order to make it worthwhile to design and place a positive engagement starter in production.

In Australia the collapse of the Hartnett plans was a simple case of a newly-elected government squaring the score with Hartnett for "going over to the other side" - the penalty for him cooperating with the previous regime in war materiel manufacture and in getting the Holden car production program under way. The Hartnett cars which were produced employed French-made starter motors which were, by then, in production for the Dyna Panhard. Sir Laurence Hartnett made it clear to me that he regarded the twin as being not quite what was needed in Australia, and that it would have become a 1200cc flat-four as soon as practicable, so that it would have competed directly against the Morris Minor and Volkswagen. **A.M. Gregory, Beltana, RMB 8825, Drouin South, Victoria 3818 AUSTRALIA**

RICH HARVEST

As an SAH novice, I was greatly pleased by the exhaustive, well-documented (and partly controversial) replies to my three questions in *SAH Journal* No. 136. I would like to thank Sam Jaffee, of Scotia, New York (who visited us later); Karl Ludvigsen of London, England; Michael Kollins of Bloomfield Hills, Michigan; and Donald Warren of Dundas, Ontario for their help and for the high professional standard of their work. The gist of the answers:

The origin of the catalytic converter: This is mainly due to the well-known inventor of catalytic gasoline cracking, the West Coast French-born chemist Eugene Houdry, who started this work in 1929, and to his son Jacques. Ludvigsen files show that further multi-firm development began in the late sixties. Kollins unearthed the 1896 proposal of an afterburner-cum-catalyst by an unnamed French chemist.

Origin of the synchro-mesh transmission: No inventor's name of the 1929 General Motors feature has come to light. However, Kollins's material describes the Chandler "Traffic Transmission" (1924-25) with synchro-mesh for the upper two ratios. In a note to editor Kit Foster (*SAH Journal* No. 137), Max Gregory refers to an obscure mention in a 1921 Australian publication of a gearbox with synchronizing cones proposed by two Berlin-based inventors named G. Jungck and K. Kruger.

The six-point star in the Dodge badge: Two answers were proposed. A majority of respondents saw the source of the emblem in (unproved) Jewish roots of the Dodge brothers. Kollins, however, has evolved a more likely answer I hope he may publish. **Robert Braunschweig, Humboldtstrasse 39, CH-3013 Bern, SWITZERLAND**

TRANSCONTINENTAL ATTEMPTS

I have read at least two accounts that say thirty or more motorists attempted to drive across the United States before H. Nelson Jackson became the first person to accomplish the feat in 1903. This has me wondering: who was the first person to attempt to drive across the country? This person failed, it's true, but was a courageous visionary, and should be recorded as such.

In my research of early transcontinental runs, successful and unsuccessful, the earliest mention of an attempt I find comes in *The Automobile* for September 1899, page 12:1. The underlined blurb reads: "The Frenchman evidently knew what he was talking about who, in speaking of Davis' proposed transcontinental trip, said: 'In planning a trip here we look out for a place for a good dinner. In the United States you seem to have to look out for a place where you can get an automobile repaired.'"

I don't know a thing about Davis, or what happened on his transcontinental attempt, if he even started. Can any members offer further information about Davis's plans, or perhaps cite an earlier attempt? **Curt McConnell, 921 E Street, Lincoln, NE 68508 (402) 475-2234**



CORRECTION AND UPDATE

The review of Tom Bonsall's *Pontiac! They Built Excitement* in *SAH Journal* No. 140 incorrectly listed the 1991 pre-publication price. Publisher Stony Run Press has announced a new current price for the Cugnot Award-winning book: \$39.95 plus \$4.75 shipping. Not sold in stores, the book may be ordered from Stony Run Press, P.O. Box 16355, Baltimore, MD 21210.

AUTOMOBILIA NEWS, a newsletter for the automotive memorabilia collector, published by Tom Barnes. Monthly, 28-pages, numerous black-and-white photographs and illustrations. 8 1/2 x 11 inches. *Automobilia News*, P.O. Box 3528, Glendale, AZ 85311. \$15.00 per year third class in USA, \$21.00 first class, \$21.00 to Canada, \$40.00 Europe, \$50.00 Australia, New Zealand, and Japan (US funds, please).

A couple of years ago we announced the debut of member Tom Barnes's automobilia newsletter and trading publication, and since then we've watched it grow. It seems time, then, to subject it to a full-scale review.

The publication's title page states succinctly its *raison d'être*: "It is the intention of this newsletter to benefit collectors of automotive literature and other automotive related memorabilia. To help standardize trading practices and help establish values." These things it sets out aggressively to do. Each issue contains news of the automobilia hobby, new releases of paper items and models; letters from readers, thoughts from publisher Barnes, and feature articles by Barnes and well-known writer and photographer Nicky Wright.

The "business end" of the newsletter carries classified ads for all sorts of books and magazines, promo models, dealer items, and petroliana. A more economical means of advertising is also offered in the form of "one line listings," in which subscribers may list their interests and contact information so that others may contact them. These 100-space listings run for six months for \$4.95.

In following the publication's intent to help standardize the field of literature collecting, each issue carries an installment of an ongoing list of automotive literature, and assigns each one a new "AN Cat. #." Whether this will revolutionize the field remains to be seen, as the listing for Chrysler literature in the issue reviewed can hardly be complete, with but 21 items shown for that marque from 1928 to 1992. The assignment of numbers, by year, in a seemingly "as discovered" order may well create more confusion in later years than the system will solve. Still, it's a noble effort.

Automobilia News has not yet become a staple of literature collectors as have the postal auction lists, but it's a nice overall treatment of the hobby. If you're into automobilia, check it out.

-Kit Foster

AUTOMOBILES VOISIN 1919-1958, by Pascal Courteault. 312 pages, profusely illustrated. Hardbound, with cast aluminum title plate, 10 1/2 x 13 1/2 inches, slipcased. ISBN 0-904568-72-5 (English edition), 2-85120-363-0 (French edition). Published in a limited edition of numbers 1 to 2000 by White Mouse Editions, and numbers 2001 to 3500 in French by EPA. French edition with English translation available from Motor Books International at \$195.00 plus \$4.50 shipping.

This is a monumental work sketching the life and productions of a very talented man who created a succession of unique automobiles which followed 10,000 World War planes (Avions Voisin). His cars distinguished themselves in competition in postwar Europe, gaining a clientele of what Robin Leach might call the "rich and famous." Names recognizable by Americans would include Rudolph Valentino and Pearl White. Few cars of the sporting type enjoyed greater respect.

There are hundreds of black-and-white photos of Voisin cars in competition, color plates, catalog reproductions, existing cars belonging to private individuals, and, for the collector eager to seek one out, there is a register of production, car-by-car. A few are noted as destroyed, others list owners, and many simply cite the country to which sent and the query "does it exist?" which should provide happy hunting.

Discovery of the book at the recent *Salon de l'Automobile* in Paris led to its acquisition, despite the horrendous price, to assuage a wave of nostalgia: in 1928, my effort to import two Voisin cars was frustrated by a lack of finance.

-Charles W. Bishop

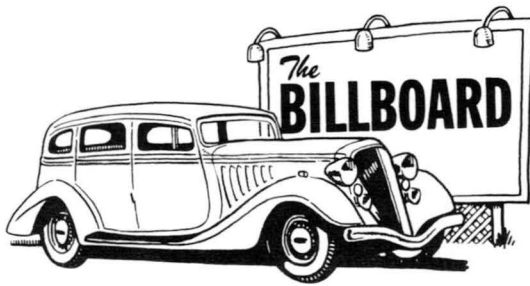
AUBURN, CORD, DUESENBERG by Don Butler. 352 pages, over 1,500 black and white illustrations. Hardbound, 8 1/2 x 11 inches. ISBN 0-87938-701-7. A Crestline book, published by and available from Motorbooks International, P.O. Box 2, Osceola, WI 54020. \$39.95 plus \$4.50 shipping and handling.

This is the first of the Crestline series of automotive books to appear since George Dammann's Crestline Publishing joined forces with Motorbooks International, and an excellent piece of work it is. It has retained the usual Crestline format (a big plus in itself), but goes a long way further than its title might imply. Most of us are aware of the previous volumes concerning these three cars, in particular those by Fred Roe, Griffith Borgeson, and the late J.L. Elbert, but in this the reader will find something quite different. For therein lies not only the material surrounding the three cars but virtually everything even remotely related to them: those who built and raced them, and the various other types and makes of vehicles involved and related.

For example, take Lycoming engines. Lycoming became a Cord holding, and thus *other* cars, trucks, and other vehicles using this power plant are included, shown, and explained. The same applies to the Duesenberg brothers, who also built their own empire. Thus, any other cars using the Rochester-Duesenberg engine and its variants (and they were legion) take their place in proper order.

Following the familiar Crestline pattern, the sections appear in year-by-year chronology, from the pre-motorcar days through 1937, with added data on post-production automobiles and replicas. Illustrations range from adequate (some too light or too dark) to good. I can't think of a better book for the price, and consider it a five-star winner. With an excellent foreword by George Dammann, the book is a fine tribute to its author, Don Butler (1911-1991).

-Keith Marvin



SAH Journal welcomes advertisements from members. Ads are free, and should concern items of interest to historians: books, literature, photographs, illustrations, memorabilia, information; for sale, wanted, or to trade. Ads for vehicles or parts are not accepted.

WANTED: Republic truck information: ads, printed articles, data, photos, etc. **Errol A. Beutel, 12 Whitehead Rd., The Gap, Queensland 4061, AUSTRALIA**

WANTED: Information and data about the four-wheel-drive Twyford car, built around 1902. Photocopies of articles, etc., highly appreciated. **Henri Greuter, Groenland 24, 1135 TG Edam, NETHERLANDS**

We have already sent a copy of Donald Summar's article on the Twyford car from Automotive History Review No. 14. What other resources do members know?

-Editor

I SEEK photographs or other documents relating to fire apparatus manufactured by the Prospect Fire Engine Co. and/or Hanley Engineering Service, both of Prospect, or related to water jet boats manufactured by the latter. Critical need is for portrait photos of company officers. Please send photocopies of any material you may have. Australian members are requested to send any info on the subsequent developments of jet boats in that country. **George Hanley, 1665 Northumberland, Rochester Hills, MI 48039-2962**

FOR SALE: *A History of Maine Built Automobiles 1834-1934*, by Richard and Nancy Fraser. 292 pages, 130 b&w illustrations. Hardcover edition \$34.95 plus \$4.00 shipping; softcover edition \$24.95 plus \$4.00 shipping (Maine residents please add 6 % sales tax; foreign orders \$5.00 shipping). **Richard Fraser, P.O. Box 39, East Poland, ME 04230**

WANTED: *Horseless Age*; 1899 (Vol. 4) Apr. 5th; 1901 (Vol. 8) May 1st, June 12th; 1908 (Vol. 21-22) Jan 1st, May 13th, Sept. 16th, Dec. 2nd, Dec. 9th; 1909 (Vol. 23-24) Jan. 27th, Mar. 17th, Mar. 24th, Apr. 14th, Dec. 15th; 1910 (Vol. 26) Sept. 14th, Nov. 16th; 1911 (Vol. 27-28) May 17th, Sept. 27th, Oct. 4th; 1914 (Vol. 34) Nov. 4th, Dec. 30th; 1915 (Vol. 35-36) Jan. 6th, June 2nd, Aug. 4th, Sept. 1st; 1916 (Vol. 38) July 15th; plus Dec. 30th 1917 through May 1918. These are all I need to complete my collection. **Peter Richley, 14 Upper Queens Road, Ashford, Kent TN24 8HF ENGLAND. Telephone (0233) 620552**

FREE: Literature catalog of hundreds of rare and high quality brochures, books, artwork, programs, and magazines covering the turn of the century to the present. Antiques, classics, sports and racing cars – foreign and domestic. Collector for over 30 years. **Rob McLellan, 9111 Longstaff Drive Houston, TX 77031 (713) 772-3285, FAX (713) 772-3287**

LOOKING FOR anything, articles, clippings, info, papers, research, on Dual Motor Company in Detroit: president Mr. Eugene Casaroll, 1955-63. **Paul Sable, 29 Forgedale Rd., Fleetwood, PA 19522 (215) 987-6923**

WANTED: *Automobile Quarterly*: 4/4, 8/4, 16/3, 23/1, 24/2. *Automobile Connoisseur*: No. 2. *Wheels of Time*: 1980-81-82-83. *Cars & Parts*: 1967 Jan/May/June/July, 1985 Dec. **Ted Pasley, P.O. Box 5268, Terrace End, Palmerston North, NEW ZEALAND**

DIRECTORY UPDATE

NEW MEMBERS

Lehmkuhler, Larry J.....1611 3485 Woodfront Drive Indianapolis, IN 46222	Hood, Wayne.....1617 Rt 2, Box 184 Grenada, MS 38901	Quarrell, Richard J.....1625 324 Oakwood Drive Antioch, IL 60002	Mueller, Jack.....1632 311 England St. #4 Cambridge, WI 53523	Fort, Colin.....1264 P.O. Box 231048 Encinitas, CA 92023-1048
Russell, James.....1612 43 The Borough Downton, Wiltshire SP5 3NG ENGLAND	Franson, Donald L.....1618 6543 Babcock Avenue North Hollywood, CA 91606	Trost, J.....1626 1206 Ashburn College Station, TX 77840	Wilson, Robert M.....1633 21 Valley Forge Road New Castle, DE 19720	Vellekoop, Ronald.....1374 215 Water Street Danville, PA 17821
Green, Andrea L.....1613 Knowle House Hooke Road East Horsley Leatherhead, Surrey KT24 5DY ENGLAND	Lankenau, Kip.....1619 2546 Cattail Lane Carrollton, TX 75006	McCarthy, Walter.....1627 133 Oldfield Road Huntington, NY 11743	Malks, Josh B.....1634 1802 Frobisher Way San Jose, CA 95124	Everett, Don.....000 36742 Gloucester Court Clinton Twp., MI 48035
Jewiss, Geoffrey.....1614 102 Heversham Road Bexley Heath, Kent DA7 5BJ ENGLAND	Dionne, John.....1620 8116 W. Cascade Drive Franklin, WI 53132	Martin, Mike.....1628 7406-47 Ave NE #A3 Marysville, WA 98270	Vance, Bill.....1635 164 Henry Street Rockwood, Ontario N0B 2K0 CANADA	Crismon, Frederick W.....335 DODDS Elementary PSC 11, Box 3623 APO AE 09312
Blight, Barry M.....1615 Hillview Kingston Blount, Oxon OX94SJ ENGLAND	Etherington, Robert C.....1621 4259 So. Quintero Way Aurora, CO 80013	Bouffard, Gil.....1629 884 Quetta Ct. Sunnyvale, CA 94087	McLaughlin, Vincent.....1636 634 W. Johnson St. Philadelphia, PA 19144	Berger, Michael L.....823 10 Esperanza Drive Lexington Park, MD 20653
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	Plump, David F.....1623 7 Clinton Place Suffern, NY 10901	Beadle, Tony.....1631 30 Fore Street Eastcote, Middlesex HA5 2HH ENGLAND	Fraser, Richard A.....1269 P.O. Box 39 East Poland, ME 04230	Gross, Kenneth N.....262 P.O. Box 510 Herndon, VA 22070
	Conley, William C.....1624 1338 W. US Hwy. 36 Pendleton, IN 46064		CHANGES OF ADDRESS	Oswalt, Vaughan W.....1449 613 Bates Street Howell, MI 48843-1606
				Manola, Dan.....1057 19W520 Stonemill Ave. Addison, IL 60101-2291



OOH, LA LA! Underneath this lithe French body (by Jean Danino's Facel SA, which would later build the Vega of the same name) lies a flathead Ford V8 engine. The car is, of course, a 1953 Comète sports coupé from Ford of France. From the editor's collection.

FIRST CLASS

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